

# **Palmetto AVIATION**

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**Wilbur Smith addresses eighth annual S.C. Airports Conference**

## **Sponsors told enlist support of lawmakers**

If you want state funding for your airport project in the next two years, talk to your local representative—that was the message airport sponsors got last month.

Rep. Olin Phillips, D-Cherokee, told those attending the S.C. Airports Conference that \$7 million is needed for airport improvements during the next two years. He said the Aeronautics Commission requested \$3 million but the Budget and Control Board “cut us down to \$1 million.”

“There’s not a whole lot we can do with \$1 million,” he said.

Phillips said the state has not picked up expected revenues from sales taxes. He urged airport sponsors to talk to their local legislators and push for funds for their particular projects.

## **Rapid space commercialization forecast**

Wilbur S. Smith, an internationally-known consultant in the field of transportation planning and engineering, told participants at the Eighth Annual S.C. Airports Conference that space could well be a \$54 billion business by the turn of the century.

Smith, consultant to the Administrator, National Aeronautics and Space Administration (NASA), told more than 100 attendees at the conference that NASA’s shuttle transportation system has given the United States a giant lead in exploiting space for commercial purposes.

Specifically, he said that production of pharmaceuticals in space has been giving very pure compounds and that ex-

periments by Park Seed Company into plant root structure and experiments by other companies have yielded valuable data that will help earthbound humans adjust to life in space.

Smith said the United States will begin putting up its first space station in 1991 and by 1996 it should become operational. It will be able to sustain human beings in space indefinitely, he said.

Interestingly, he said recent evidence suggests that less physically fit specimens may do better in a zero-gravity environment. He said a female school teacher from Concord, New Hampshire, is preparing to go into space with no special physical training.

Besides its efforts in space exploration, Smith said NASA is engaged in high speed wind tunnel testing of “hypersonic” aircraft designs that may revolutionize air transportation. The aircraft are designed to operate at altitudes of 100,000 to 150,000 feet and may take passengers from New York to Los Angeles in 15 minutes and from Los Angeles to Australia in 45 minutes.

The conference was held Nov. 13-15 at the Marriott’s Hilton Head Resort. Those attending included airport Fixed Base Operators, airport sponsors, airport engineering consultants, manufacturers representatives and FAA representatives.  
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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation. The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Airport certification rules may be revised by FAA

**By Henry M. Burwell\***

The Federal Aviation Administration has issued a proposed rule to revise substantially the airport certification rules. The scope of the proposed changes affect the responsibility of an airport operator for safety in fueling operations and crash, fire, and rescue equipment at smaller airports. (50 F.R. 43094)

Presently, fueling operations are governed under Part 139 of the Federal Aviation Regulations. These provisions are developed to protect against fires, explosions, use of contaminated fuels, improper fueling and similar matters. The proposed rule offers two alternatives.

One alternative would require airport operators to supervise fuel storage, handling and dispensing operations. Operators would inspect the facilities of fueling agents and their quality control records on at least a quarterly basis. The responsibility for providing clean, dry fuel would be that of the fueling agent.

The other alternative which may become part of the rule is based on voluntary adherence to industry standards and the FAA Advisory Circular on the storage, handling and dispensing of fuel. This option would require airport operators to oversee the precautions taken by fueling agents to protect against fire and explosions and would not require supervision of misfueling and contamination prevention procedures.

The proposed rule would change the

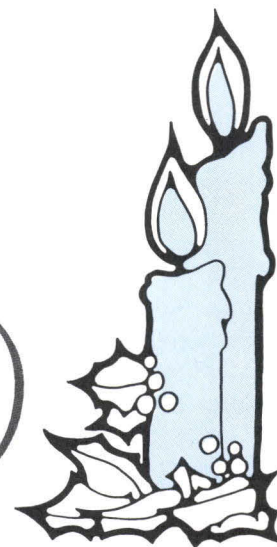
requirements for firefighting and rescue vehicles at smaller airports. Essentially, the new rule would permit review of airport certificate applicants and holders on a case-by-case basis to determine specific CFR vehicle requirements. Currently, Part 139 establishes uniform requirements unless a limited certificate is issued or the applicant obtains an exception from certain provisions of the FARs.

Under the new proposal, smaller airports that handle larger aircraft would have only one CFR vehicle rather than two vehicles as required by the current rule. In addition, all emergency vehicles would have to be equipped with radios linking communications between vehicles and the CFR command post. Each airport would be required to have a trained emergency medical technician on duty, response times for CFR vehicles would be reduced for faster service to an accident scene, and requirements for firefighting foam would be upgraded.

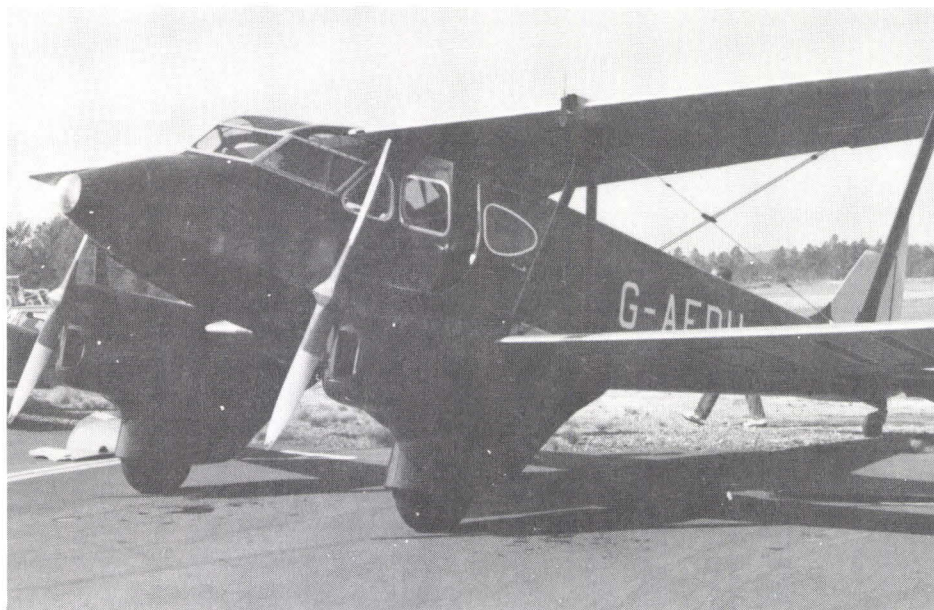
Lastly, the new rule proposes minimum standards for lighting and marking systems considered essential for safety, requires a snow removal plan at certain locations and restricts access of ground vehicles to operational areas to reduce risk of accident or interference with aircraft. Contact your nearest FAA office for additional information.

*\*Mr Burwell is a member of the Baringer, Allen, Pinnix & Burwell law firm in the Greenville, S.C. office.*

# Glad Sittings







## Fly-In Grand Champion

The October EAA fly-in at Camden attracted a number of unusual aircraft in spite of the weather, including this rare 1935 DeHavilland Dragonfly, a superb restoration which won Grand Champion trophy in the antique class.

# Four South Carolinians Win trophies at fly-in

Four South Carolinians won trophies during the EAA Chapter 3 Fall Fly-in held at Camden the weekend of Oct. 12.

Best Experimental Composite: a 1979 one-half scale W.A.R. F4U Corsair owned by T. Randy Hatchell of Florence.

Best Classic, 66-85 hp: a 1948 Er-coupe owned by W.M. Shields, of Clinton.

Best Classic, 151-600 hp: a 1948 Stinson 108-3 owned by George Leamy of Spartanburg.

Best Contemporary Age 1933-1945: a 1939 Piper J-4 owned by Coy Derrick of Gaston.

Other trophies awarded were:

### Experimentals

Best Experimental Fabric: 1961 Baby Ace, Hubert Powell, Matthews, NC.

Best Experimental Metal: 1981 Davis DA-2A, Wade B. Hammer, Augusta, GA.

### Classics

0-65 hp: 1946 Piper J-3C, T m Haynes, Fletcher, N.C.

86-150 hp: 1949 Cessna 170-A, Brad and Ferne Thomas, Pilot Mountain, NC.

Best Custom Classic: 1948 PA-15 Vagabond, Rich Barnhardt, Kannapolis, NC.

### Antiques

1932 and Prior Best Silver Age Antique: 1930 RNF Waco, Ferrell James, Kannapolis, NC.

Best Custom Antique Prior to 1946: 1943 Stearman A75N1, Bobby W. Morrow, Fairburn, GA.

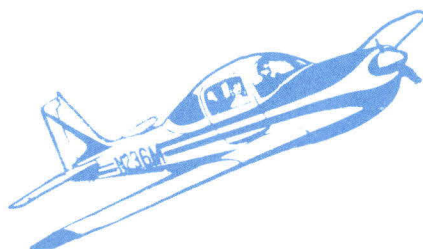
Best Warbirds: 1944 SNJ7C, Navy, Joe Dee, Lake Junaluska, NC.

Rarest Airplane: 1945 Piper NE-2, Marty Hill, Marietta, GA.

### Grand Champions

Classic: 1948 Monocoupe, Ron Testerman, Roanoke, VA.

Antique: 1935 DeHavilland "Dragonfly," Charles Osborne, Fairburn, KY.



## Breakfast Club



Breakfast Club meetings for the remainder of December through February, 1986 are as follows:

- Dec. 15** Lancaster County Airport, Lancaster
- Dec. 29** Sumter Municipal Airport, Sumter
- Jan. 12** Orangeburg Municipal Airport, Orangeburg
- Jan. 26** Grand Strand Airport, N. Myrtle Beach  
(Breakfast at Don's Pancake House)
- Feb. 9** Charleston Executive Airport  
John's Island
- Feb. 23** Greenville Downtown Airport, Greenville

Breakfast club members normally arrive between 9 and 9:30 a.m. Breakfast starts at 10 and is usually over by 11 a.m.

## Airport grants may total \$925 million

House and Senate conferees working on the Transportation appropriations bill for fiscal 1986 are expected to agree on \$925 million for airport grants.

Of that, FAA plans to distribute \$568.9 million to air carrier airports. The nation's 268 primary airports would receive \$445 million, while \$109.9 million has been apportioned for general aviation airports in the 50 states, District of Columbia and Puerto Rico. South Carolina's state apportionment share under the present plan would be \$1,210,698.

FAA has set aside another \$12.9 million for airports in Alaska and \$1.1 million for non primary airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands and the Pacific Trust Territories. FAA estimates that it will have \$356.1 million left in discretionary funding.

FAA has reminded airport sponsors planning to make application for projects in fiscal 1986 that requests are due no later than Jan. 31, 1986. ✈



## Hughes Plant Plans Expansion

Although only a little more than a year has passed since the arrival of Hughes Aircraft-South Carolina, the Orangeburg plant is already planning an expansion of facilities and workforce.

Last October, its start-up crew of 43 was completing training sessions to learn the basics of assembling simple power supplies and wiring harnesses. Today, the work force of 167 is building intricate circuit boards and components for jet fighters while becoming acquainted with even more complex assemblies, said Daniel Peck, plant manager.

In fact, company plans have gone so smoothly the plant has exceeded the 125 employees anticipated for this fall and drawn up plans for a 10,000 square foot addition.

"We're already at 167 employees and this time next year we'll be at 250," he said.

Peck said the plant's ultimate goal is to manufacture whole complex wire harnesses for airborne radar weapons systems.

# News Briefs

## Money Earmarked for Summerville

Dorchester County Council has earmarked some \$92,000 in 1983 bond money to complete the new airport in Summerville.

Council voted to spend \$60,000 to build a 4,000 square foot maintenance building and \$32,000 for an airport fuel farm. The airport, which was constructed with state, local and federal funds, will have a 3,700 foot runway.

## Greer Seeks Grant

The Greenville-Spartanburg Airport Commission applied last month for a federal grant to conduct a \$80,000 study to develop plans for expansion of the airport's terminal.

Major needs include adding a baggage carousel, covered boarding walkways from the terminal to aircraft and an expanded lower portion, Commission Director Dick Graham said.

## Myrtle Beach Parallel Runway is Recommended

Rep. Ron Coleman of Texas, a member of the U.S. House Military Construction Subcommittee, said last month he will recommend construction of parallel runways at Myrtle Beach Air Force Base be moved up on the military spending schedule.

"This project should not be allowed to slip," he said after touring the base with Rep. Robin Tallon. "I think we can justify a new runway."

## Land Purchased

The Horry County Airport Commission has agreed to purchase land at the Conway-Horry County Airport to extend the runway from 3,700 feet to 4,440 feet.

# AOPA gives final response to license proposal

FREDERICK, MD — In a detailed, point-by-point analysis, the nation's largest pilot's association has informed the Federal Government why some elements of a proposal to establish a recreational pilots license would benefit aviation, while other sections would be detrimental to general aviation.

Aviation Owners and Pilots Association had asked the government to establish the recreational pilots certificate as a new category of pilot license. The 265,000-member association, however, objected to the rulemaking proposal when the Federal Aviation Administration included in it proposed changes in the status of existing rules for current pilots.

As a result, AOPA submitted two separate responses to the rulemaking—one dealing strictly with the recreational pilot aspects and the second on the pro-

posed changes for current pilots. AOPA again urged that the proposals to change existing rules be handled separately from the recreational pilot proposal.

"AOPA strenuously objects to the unilateral decisions and administrative discretion taken by FAA in the preparation of this Notice of Proposed Rulemaking," said AOPA President John L. Baker. "Many proposals in the notice have absolutely no ties to the philosophy and objectives contained in AOPA's original petition," he said.

AOPA's Director of Aviation Standards, Steven J. Brown, said AOPA opposed the 50-nautical mile restriction for recreational pilots. "This proposal appears contradictory, unjustified and unenforceable," he said. The restriction assumes that pilots navigating by reference to ground landmarks will become lost. Pilots have successfully

flown via ground reference since the beginning of aviation, and the NPRM states that the 28,000 aircraft currently flying with no radio navigational equipment are having no problems.

Brown noted that other sections of the recreational pilot rulemaking were unjustified. These included:

- Adding an annual flight review provision. AOPA said the proposal was vague and unstructured, and when added to currency requirements for a biennial flight review, 90-day currency flight, and insurance requirements, "is an overkill and offers only vague and unspecified advantages;" and,
- Changing the cross country requirement to four legs and landings and three or more airports. Unworkable, according to AOPA, because it would force some

*continued, p. 7*



# Aviation pictorial history to be published in South Carolina



Above, some of the photos to be found in *Aviation Museum*, a pictorial aviation history book which will be available next month. Dexter C. Martin, the first Director of the South Carolina Aeronautics Commission, is shown in the small center photo sitting in an open cockpit biplane around 1924.

*Aviation Museum*, a pictorial history book of aviators, flying machines and organizations in the Carolinas and Virginia from 1903 through 1985 will be available in January, 1986 for \$19.95 plus shipping and handling.

More than two years in the making, the semi-hardbound book contains 277 photos of pilots, aviation enthusiasts and aircraft past and present; pictures of aviation organizations, barnstorming posters, wingwalking, airshows, log books, parachute jumping, licenses, medical certificates, awards, balloons, sailplanes and canards.

Authors Joseph W. Swearingen and Wilson L. Mills solicited photographs from many sources in the three state region and eventually had to sort through some 3,000 photos before selecting the final pictures for publication.

Copies of the book may be ordered directly from Edwards Vaughan Publishers, P.O. Box 2015, Camden, SC 29020. The price is \$19.95 plus \$1.00 sales tax (S.C. residents only) and \$2.95 for shipping and handling. Books will be shipped in January, 1986. Since the initial printing is limited to 1,000 books, orders should be submitted as soon as possible.

Beginning in February, a 20 percent discount from the book price for contributors will apply. ✈

## Vince Kasyjanski new Fairfield County FBO

After searching for several months, the Fairfield County Aeronautics Commission has hired a fixed base operator to run the airport.

Vince Kasyjanski, owner and operator of Kaz-Air, comes to Fairfield from Miami's Tamiami Airport where he has been self employed since 1982.

Kasyjanski is a licensed Airframe and Powerplant technician with inspection authorization. He has had experience on most general aviation single and twin engine aircraft and Citation JT-15 and PT-6A turbine powered aircraft. His experience includes time spent with Daytona Beach Aviation and Airwork

Service Division of Millville, New Jersey.

Kasyjanski said he was attracted to Fairfield County because of the facilities and good, long-term agreement with the airport commission. However, his first two weeks at the airport have been lonely ones.

"I have only seen two airplanes in two weeks," Kasyjanski said. He said he looks forward to working with customers on any type of aircraft maintenance and invites people to come and meet him and look over his operation.

For persons who are interested in learning to fly, Kasyjanski said an instructor and a Cessna 172 will be available

soon. At present, there are seven aircraft based at the airport. Two are owned by businesses and five by individuals. The airport is open 24 hours a day for transients, he said.

The Fairfield County Airport Commission is pleased that the airport has a permanent FBO. "We are confident that Kaz-Air will be an asset to our community and to the industrial development of our country. We encourage everyone to fly in or just come out and visit with Vince." ✈



# Set a Frequency for Safety

Reproduced courtesy of AVEMCO Insurance Co.

The term "avionics" includes all the radios, instruments, flight control equipment (autopilots, for example), and *all* of the components required to make up each individual system. But, while pilots generally are aware of what functions their avionics perform and how they operate, they may not always treat this delicate equipment with the care it requires.

Maximum operating capability and safety are assured *only* when all avionics units are properly manufactured, installed, maintained and operated. So, during your initial checkout, familiarize yourself with *all* the systems in your particular aircraft, including the avionics.

Avionics come in many different shapes and locations, so you must know *your* aircraft. Some typical antenna locations are shown in the illustration.

## VOR Accuracy

Checking VORs for IFR flight is required under Federal Aviation Regulations Part 91.25—within the preceding *thirty* days before flight. Permissible indicated bearing error is as follows:

- With a VOT (VOR test facility), read zero degrees "from" or 180 degrees "to"; maximum error allowed is  $\pm 4$  degrees.
- Using a VOR check point (see the *Airport Facility Directory* for locations):
  - On the ground, set in and center the appropriate radial. Maximum permissible error is  $\pm 4$  degrees.
  - While airborne and over a recognizable landmark, the VOR should read within  $\pm 6$  degrees.
- If the aircraft is equipped with dual VOR receivers, each VOR display should read within  $\pm 4$  degrees of the other, when set to the same radial.

## DME Accuracy

- Suggested tolerances from the *Airman's Information Manual*: 3% or  $\frac{1}{2}$  mile, whichever is greater.

## VOR and DME Idents

- DME—every 37 $\frac{1}{2}$  seconds (higher pitch)
- VOR—4 *code* idents, then DME

ident or—3 *voice* idents, then DME ident.

## VOR Sensitivity

- VOR course sensitivity is about 10 degrees from center to full-scale deflection.
- ILS localizer course-width sensitivity is about 2 $\frac{1}{2}$  degrees from center to full-scale deflection.

## Preflight—Walk-Around

Check the following antennas for physical condition, cracks, oil or dirt, proper mounting, and damage (see illustration): a) Comm or comm nav; b) VOR; c) Transponder; d) Marker beacon; e) Glide slope; f) ADF, and g) ELT.

## In Aircraft, Have on Board:

1. Airworthiness certificate
2. Registration certificate
3. FCC station license
4. *Pilot's Operating Handbook* or *Flight Manual* (operating limitations)
5. Navigation charts and equipment

## Before Starting Engine, Check:

1. Avionics equipment-off
2. Pilot heat
3. Magnetic compass, correction card and fluid level
4. Altimeter—set for field elevation, note error
5. Vertical Speed Indicator—on zero
6. Clock—set time

## After Starting Engine, Check:

1. All avionics—on

2. Vacuum (suction)—within limits
3. Gyro instruments for erection, noise, and precession
4. Heading indicator—set
5. Communication radios: Proper frequencies—set; audio switches—select either speaker or phone; squelch control—adjust; volume—adjust; transmitter select—on desired transmitter; listen—before transmitting, and microphone—hold close to mouth.
6. VOR radios: Proper frequency—set; flags; identification, and accuracy, when possible.

7. DME: Readout, when possible, and identification.

8. ILS: Frequency—set; flags—localizer and glide slope, and identification.

9. Marker beacon: Lights—test, then set on high or low sensitivity, and audio—on, then adjust volume, when possible.

10. Transponder: Code—set; switch—set standby, and circuitry—if test switch is provided.

11. ADF: Frequency—set; identification—check, and select ADF mode—then confirm accuracy, when possible.

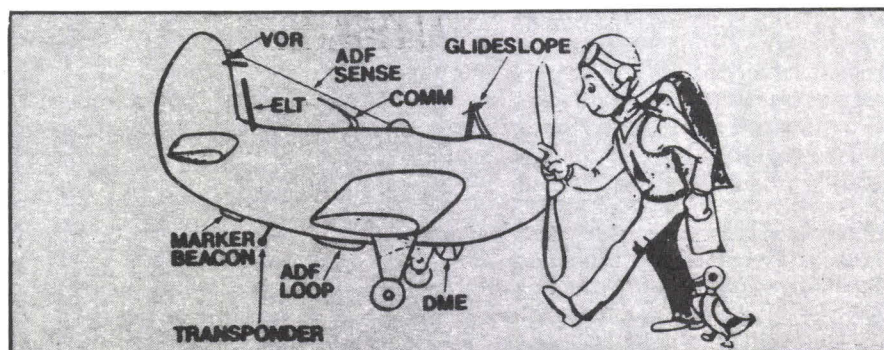
12. ELT: Set comm radio to 121.5 MHz—listen, check for inadvertent actuation.

## While Taxiing, Check:

1. Turn coordinator (or turn indicator)
2. heading indicator
3. attitude indicator
4. autopilot

## Before Takeoff

Transponder—on, just before takeoff.







**CAP cadets stand morning muster during ground team training at Marion County Airport**

## Greenville Cadet Squadron second in region competition

**By 2LT Delores Rucker, CAP**

The National Mine Academy in Beckley, West Virginia, was again the site for the annual Civil Air Patrol (CAP) Middle East Region Cadet Competition.

The cadet team from Greenville represented South Carolina and placed second in the overall competition.

The Competition was divided into three categories—drill, testing and physical conditioning—and further into seven events: inspection, standard drill, innovative drill, written tests, cadet bowl, mile run and volleyball.

The South Carolina team placed first in inspection, standard drill and the mile run, giving them a first place in drill and a second place in physical conditioning. The first place finish, coupled with their other scores, were sufficient to give them an overall second place behind Delaware, the overall winner. Maryland was third.

The team from Greenville was led by Lt. Col. Harold Dickerson, CAP, Squadron Commander and 2Lt. Ben Copeland, CAP, Deputy Director of Cadets. ✈

*AOPA from page 4*

applicants to fly only 20 to 30 miles in some densely populated urban areas with numerous airports, while forcing others in sparsely populated rural areas to fly hundreds of miles.

AOPA said the intent of the proposal, to expose pilots to a greater number of airports, could be satisfied by retaining the current cross-country definition and adding a requirement that during training an applicant will land at a minimum of four different airports.

AOPA supported the recreational pilot proposal in a number of areas, including:

- Training and testing to a standard. "We believe this method of training and cer-

tification is sound and is essentially the method followed by flight examiners,"

- Advocating a "no known deficiency" statement in lieu of a medical certificate; and,

- Student Recreational Pilots. AOPA said this was an excellent proposal by FAA to promote and encourage flight training with appropriate safety-related limitations.

In its separate commentary opposing virtually all the proposed changes to rules for current student and private pilots, AOPA specifically said its extensive research has shown that the "400-hour" proposals are baseless.

"Additional currency requirements for

## Florence Students get VIP tours at Henson

If students at Wallace Gregg Elementary School in Florence are pretty knowledgeable about airplane operations, don't be too surprised. Henson Piedmont Regional Airlines has been showing them around its operation under its "Adopt-A-School" program.

The kids get VIP tours of the airline. Personnel show them how the computers work, how the luggage is checked, how the aircraft is loaded. They are also shown the cockpit, given a goody bag with a set of wings and served Cokes and peanuts by obliging flight attendants.

"This has been our first Adopt-A-School program and it's gone just about as smooth as you could possibly ask it to go," Henson station Manager Brett Cherry said. "It's good PR for us and it gets the community aware of what we do for a living."

The airline is presently operating Shorts 330 aircraft in and out of Florence and Dehavilland Dash 8s into Hilton Head. As part of the program, Henson has been offering Wallace Gregg teachers round trips to Charlotte every 90 days. ✈

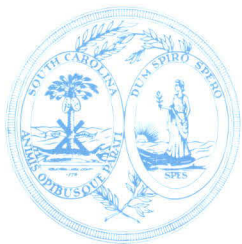
## Lawyer—Pilots to meet Feb. 12-16

The winter meeting of the Lawyer-Pilots Bar Association will be held at Treasure Cay Beach Hotel, Abaco Island, Bahamas Feb. 12-16. Contact David E. Prewitt, Suite 1225, 1411 Walnut St., Philadelphia, PA 19102. Phone (215) 557-9998.

under 400--hour pilots are unwarranted," Brown wrote. He said this was especially evident when studying NTSB data on fatal accidents showing that under 400-hour pilots are not a unique group that deserves special attention and have an accident record as favorable as any other segment of general aviation.

"We believe the proposed rules for current pilots should be rescinded. With minor changes, the provisions establishing the recreational pilots license will meet the FAA's mandate to promote aviation and encourage its development," said AOPA President Baker. ✈





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**STATE DOCUMENTS**

## Variety of topics discussed at conference

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The general theme of the 1985 conference was "Airport Protection and Enhancement." Speakers included Sam Austin, manager, FAA Airports District Office; Curt Bramblett, Rock Hill City Planner and Joe Frasher, executive director, Greenville Airport Commission who participated in a panel discussion on airport leases.

Ken Medley, regional representative of the Aircraft Owners and Pilot's Association (AOPA) showed a new film on aircraft fueling procedures and Robert D. Wilroy, an engineer with Talbert Cox and Associates, talked about recent legislation regulating underground fuel storage tanks.

Also on the program was Bob Collins, director of AOPA's International Airport Security and Aviation Theft program. Collins talked about ways to increase airport security and how to help local law enforcement officers understand aircraft nomenclature.

Leon Harrison, manager, Airspace and Procedures Branch, FAA Southern Region, discussed airspace and federal

airspace restrictions.

On Friday, the final day of the conference, Dr. G. Richard Thompson, a Clemson economist, reported some preliminary data on the economic impact of airports in the state. Dr. Thompson said economists have measured an impact of nearly \$375 million for 66 airports in the state. This does not include air carrier or military operations, he said.

However, the final report, which will be released soon, will include figures for commercial aviation, he said. Present figures show each aircraft landing in South Carolina contributes an average of \$46.10 to the state's economy.

Also on Friday, Sig Wugalter, manager, Flight Information and Obstructions Branch of the FAA in Washington, talked about the rationale behind the FAA's decisions on flight obstruction rulings.

Sam Austin and Wayne Corley, S.C. Airports Engineer, concluded the conference with discussions of the FAA's Airport Improvement Program and the South Carolina Airport Development program. ✈



*Happy New Year!*

**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.**